

1999 Challenger Session Additional Comments

- Areas for FAA to focus on:
 1. FSDO Standardization
 2. GA Survey – improve the data, let the industry help with modern tools.
 3. Use the GA Coalition to vet new ideas, programs, or a better way of doing business.
 4. Focus on changing regulations to reflect a need to address safety issues as a primary focus.
- We recommend greater staffing for AVN-100 in order to develop new SIAPs that are needed.
- FAA should require air carriers to provide flight crews with climb gradient information on SIDS.
- Need to emphasize EGWPS and GPS combined to reduce CFIT accidents.
- FAA needs to issue the long-awaited ETOPS beyond 180-minutes AC.
- FAA should issue a rule on flight time/duty time.
- I believe it would be helpful to provide conference attendees with a brief summary of year-to-date summary prior to meeting. Gives attendees more time to develop what is working/not working, etc. Just a thought.
- Would prefer to have conference in a more centrally-located site (i.e., more closer to business district – for ease of hotel, transportation, etc.).
- Although invites were delivered late, registration process through conference logistics were handled very well – good job!
- Good dialogue, candor & openness – Let's Get To Work!
- Please include attendee list in minutes distribution.
- There is a disconnect in communication insofar as inclusion of input. We are doing a great job of making ourselves available at the executive level to the customer. We do an adequate job of including bargaining units in decision process. We fail at including first to middle managers in decisions. This level of input is critical to our success. It is the middle to first level managers/supervisors that are responsible for making the decision work, implementing them, enforcement, and education of the workforce.
- Make sure flight attendants are included in the overall “crew” of aircraft flights. Include flight attendants on CAST. Use labor, not just ALPA, on Summer 2000.
- General Aviation community (coalition & individually) ready to be a “respected” and “effective” partner.
- Work on those things where there is consensus...not the controversial.
- FAA and industry should work together to develop a business plan that prioritizes FAA resources and highlights “return” from investment in FAA programs (aviation

system modernization as well as launch industry incentives). Industry is willing to “reimburse” the Government for their investment.

- Space launch industry must be elevated to reflect its role as critical element in national space transportation infrastructure. Funding/resources for FAA-AST should reflect this stature. Increased funding could be tied to greater incentives for space transportation industry which would ultimately “pay for itself.”
- Seriously consider renaming organization “Federal Aerospace Administration.”
- Just to clarify one important difference between industry requests for increased AST resources, and industry requests for aviation resource increases: commercial space may be two orders of magnitude smaller than the aviation industry, but FAA devotes three orders of magnitude less in the way of resources to space than to aviation.

AST has fewer people, total, to serve an entire industry (commercial space) than call in sick on any given day in the rest of the FAA. One order of magnitude increase (which we are NOT asking for) is appropriate, and would be lost in the noise level.